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INFORMATION REPORT

REPORT

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COUNTRY Yugoslavia

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SUBJECT Fortifications and Projects on the
Islands of Gol and Grgur

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SUPPLEMENT TO
REPORT NO.

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25X1 Island of Gol

1. The island of Gol in large part is a labor camp for pro-Communist Communists. The western coast is bare and rocky, and the dry land and scarcity of rain render any form of cultivation practically impossible.
2. The various projects and buildings of the military command are described as follows:
 - a. A two-story stone villa with a red tile roof is indicated under No.1 on attachment 2. The first floor (attachment 3) contains offices, apartments, kitchens, and the officers' mess. On the second floor is a radio station and telephone, the latter being connected with No.36 of Bakar. The number corresponds to that of a wood deposit which is located to the right side while entering the port, and which is under the jurisdiction of Gol. (sic) To the immediate south of the villa is an arbor covered with tile roof which serves during summer months as an officers' mess. Officers currently living in the villa are the commanding officer, UDB Captain or Major Randic or Rankic, who has recently replaced Capt. Ilic, and a certain UDB Captain Slavko who has recently replaced Engineer Josip Sujic. Sujic is currently living in Zagreb at Kozaceva No.29. Apart from this, other individuals are living in the villa, but it has not been possible to ascertain their ranks or positions because of the uniformity of the clothing worn on the island by both supervisors and prisoners, consisting of khaki colored shirts and trousers. The prisoners, whose hair has been cut, are employed in the naval shipyard, in workshops and in the limestone caves of the island. Several hundreds of persons have been observed in the area covered by attachment 2. It is alleged that the strength of prisoners on the island amounts to several thousands.
 - b. A small vineyard has recently been planted to the west of the villa command. The vines were transported from the neighboring islands (No.2 on attachment 2).

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- c. A small wooden bridge which is reserved for motor boats of the officers, can be seen to the west of the vineyard (No.3, attachment 2).
- d. The supervisory personnel is housed in buildings described as follows:
 - 1) Building indicated under No.4 on attachment 2.
 - 2) Medium size stone building comprising two stories, and covered with tile roof, indicated under No.5. This building houses only part of the supervisory personnel.
 - 3) A two-story stone building with red tile roof is indicated under No.6 attachment 2. Two tennis courts are located to the south of this building.
- e. The prisoners employed in the area pictured in attachment 2 are housed in numerous wooden barracks with red tile roofs, which are 15 meters long by 9 meters wide.
- f. A mechanical workshop is indicated under No.9 on attachment 2. It is a long building with large windows containing 15 lathes of various sizes and multiple saws for stone and marble. A small electric cabin is indicated under No.8. A high power wire (No.10) extending from the interior of the island is connected to the cabin. Electric power is furnished by a plant which is run by diesel engines.
- 3. The small port is 100 meters long, and approximately 20 meters wide through the center. The following objects can be seen in the port area:
 - a. Two red beacons posted on cement pillars which emerge from the sea.
 - b. A large box or case of reinforced concrete (No.12 on attachment 2) at approximately 1.50 meters above sea level situated at the entry into the port at the corner formed by the coastline with the southern water front of the inlet. This case was placed in the water during work on the construction of a pier. The project was later abandoned. Numerous reefs are to be seen to the immediate north and south of the port (No.13 on attachment 2).
 - c. A wooden quay supported by pillars extends along the northern coast. It is 60 meters long by 2 meters high (No.14 on attachment 2). The span which consists of six planks 0.40 meters wide placed parallel to the coast at short intervals, is 3 meters wide. At approximately two thirds of the quay's length is a steel dredger (No.14') with raised scoop which transfers aboard vessels limestone which is brought by "decauville" cars directly from the caves. Several mooring bitts and five electric lamp posts are located along the edge of the quay. The lamps are lighted at night only during loading or unloading operations.
 - d. A quay similar to the one above extends along the southern coast. The span alone, because of the fact that it comprises seven planks 0.40 meters in width, is 3.50 meters wide.
 - e. Both the northern and southern quays are bordered on the external side by a stone wall which is 1.50 meters high (No.15) and extends along the entire length of the quays allowing access to them only from the eastern side.
 - f. The foundation at the western end of the pier is six meters deep and decreases eastward until it is only one meter deep.
 - g. A cement well with square base is located near the southwestern corner of the port (No.16). The well appears to be the only one on the island, and is replenished twice weekly by the motor tanker ZORA, 300 tons gross weight.

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- h. A silo, comprising a cement structure resembling a cube 5 meters wide which extends only 30 centimeters above ground, is indicated under No.17 on attachment 2. A "decauville" track extends to its southern entry. Ground limestone will reportedly be stored in this structure.
4. The naval shipyard consists of a large building (No.18) located approximately fifty meters from the water front. There are three wooden wharves (No.19) for vessels up to 300 tons gross. Two additional large buildings are currently being constructed (No.20) as an extension to the shipyard to the immediate north and south of the main building.
 5. Two cement piers are under construction at the place indicated under No.21 on attachment 2. To date the piers have reached a length of 15 meters. It is reported that they will be lengthened to the extent and form indicated on attachment 2.
 6. Numerous piles of construction wood can be seen along the coast at a short distance from the water (No.22, attachment 2). The wood is believed to conceal various arms.
 7. Numerous limestone quarries are to be found on the island.
 8. Various "decauville" tracks (No.23) connect the limestone quarries with the port.
 9. A foundry is reportedly located on the island.
 10. The Gol Island Command is equipped with the following vessels:
 - a. M/V PUNAT, wooden vessel of 280 tons gross, equipped with 150 horsepower diesel engine. The vessel is not armed;
 - b. Motor Tanker ZORA, steel vessel, 300 tons gross, equipped with removable lockers so that it can serve as a tanker or passenger vessel. The vessel is not armed.
 - c. Vessel 3MAY which goes on daily fishing trips. The vessel is not armed.
 - d. 3 unarmed motor boats.

Grgur Island

11. To the west of Badnja Valley and Cape Smokvica on the southeastern coast of the island, the slopes of the mountain form terraces (No.24, attachment 1). Both the side and the horizontal portion of the slopes are of rock. It is believed that coastal batteries may be posted here since all vessels are forbidden approach to this portion of the coast. Vessels approaching Gol Island from the west are usually escorted to the island by a motor boat which briskly emerges from Port San Grgur on the northwestern coast of the island.

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Attachment 1, part a

GRGUR ISLAND

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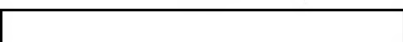
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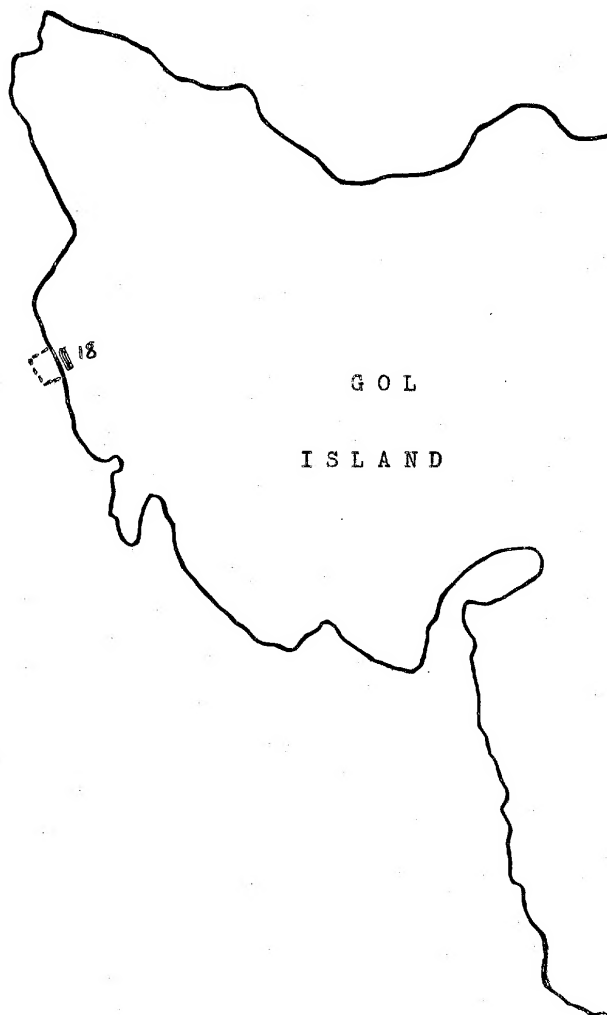
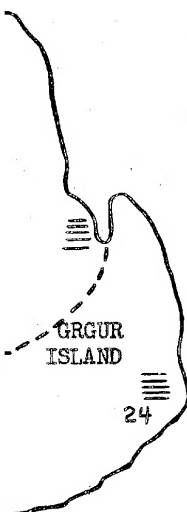
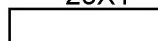
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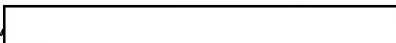
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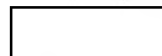
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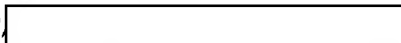
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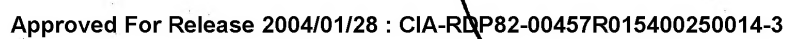
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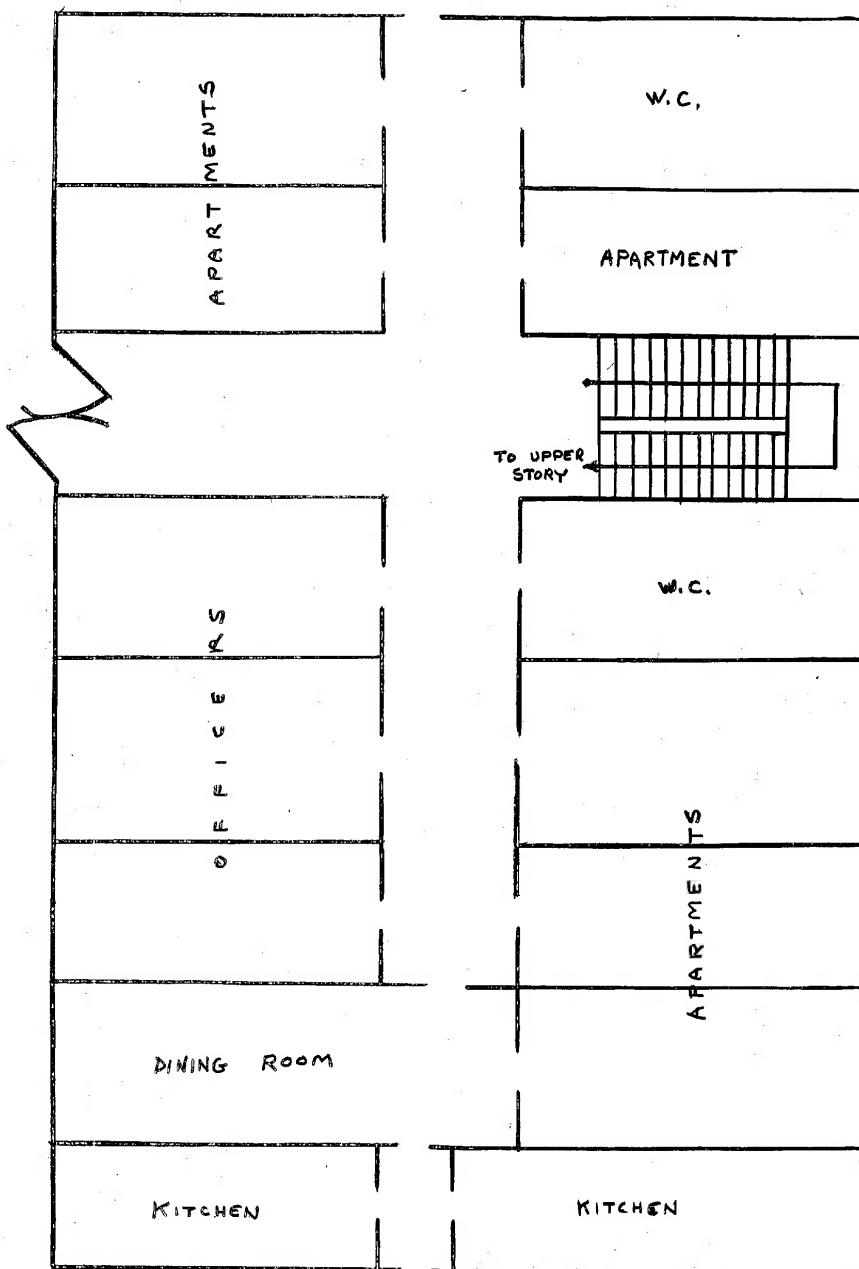


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Attachment 3

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